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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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1937
Buick
1938

TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION
FOR MEMBERS OF THE 1937-1938 BUICK CLUB



TORQUE TUBE



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9TH Buick CYLINDER



It's that time of the year again—our new 2007 calendar is available for purchase by club members, put together with the help of your photo submissions. Thank you for all your contributions! This year's calendar is the best yet! You can order it online at www.torquetube.com or you can send \$19.99, plus \$4.00 for shipping and handling (\$23.99 total) to 1937/38 Buick Club, P.O. Box 21000, Oakland, CA 94602.

The *Torque Tube* is still looking for a new editor. This will be the last year I will be able to act as your editor, so if you have any interest please get in touch with me. Also, please don't forget to send in your stories and photo submissions. We love to hear from you and we want to publish your stories.

The magazine has won another award!



This time it's a non-affiliated newsletter award from the Buick Club of America for superior achievement in publicizing and informing club members of local and national Buick activities and generating interest, enthusiasm, and support for our hobby. This is the second year we've won an award from the BCA and I would like to thank our staff and all our members for making this possible.

In September, several members, including myself, attended the annual Great Gatsby Picnic in Oakland, California. As usual, the lovely Deco Belles were there, making our cars look even better. On this issue's cover, Bob Jacobson (#1728) had his car covered with the Belles. Below is a picture of Bob's car without all the girls.



Here is Paul Ferreira (#1151) with his 1937-41.



Here is Johnny Stokes (#1364) all dressed up with his 1937-41.



Phil Ellisetch also showed up with another 1937-41.



And finally here is my wife and I (#1297) with my 1938-41.



We hope you enjoy this first issue of this publishing year. We are now a quarterly publication, so this is the first of four for this year. We have a lot of great stories coming up, so it should be a good one!

Happy Motoring!

Mark

2006 AUSTRALIAN BUICK NATIONAL MEET

Story by Malcolm Fischer (#1746)

In the amazingly beautiful Hunter Valley Gardens, not too far from Newcastle in New South Wales, we were fortunate enough to saunter through a fine array of 80 Buicks on Mother's Day. What a gift to all the Moms present! Here are a few of the pieces we saw:



This 1912 (above) ran so beautifully! And the brass was flawless. The '26 Touring (below) has traveled extensively, but looks as though it just came out of the showroom.



This big '31 (above) was one of the finest works there... at a glance. Superb interior, everything correct. However, which one do you so suppose had, upon closer inspection, the bodywork and paint peeling away? Sadly, the blue one. Heart-breaking! A clear example of "the paint job is only as good as the work underneath." Blisters and peeling all over the car. The greeny (below), however, was excellent in every respect.





If you like silver and blue (above), this baby is for you. Wondrous paintwork! The hearse (below) only had 27,000 miles and was a beautiful woodworking exhibition indeed.



A straight-as-glass '36, and a '38 Century Coupe restored by the well-known Harry Logan (from whom the Old Editor got a radiator for his Century, but that is another story). The '38 Coupe was just

in from California and was gorgeous, even to the unbiased eye!



Buick always had an knack for styling and this late 40s tail (above) is a fine example. The long Sedanette models (below) were attention getters too.





The big green machine (above) had a 320 you could not hear run. However, that was hardly the only one there that could be described as such. My friend Tim marveled at how such a big motor could purr so silently. Below are the late-'40s topless cruisers. The one in the foreground was clearly the more nicely done.



Most cars were stunningly restored, but the '54 and '57 were perfect (above and above right). Two finer restos would be very hard to find. Every as-

pect was truly without flaw. A delight to peruse!



Into the 70s, where auto builders once more tried desperately to regain the class and style of the 30s. This boat tail look (below) was one of many design delights. And a nice one it was!



On the return trip from Sydney, we passed MANY vintage and rod beauties on the highway and later stopped at Coff's Harbour, home of "The Big Ba-



nana", for lunch. Coincidentally, there were several rods on the parking lot to drool over. Do know, I did ask and would only take pics of those which were not restorable as vintage tin!



The truck (above) was entirely fiberglass and was running a supercharged nastiness claimed to yield 800 hp. It certainly sounded the part. The coupe (below) was my pick, and there was nothing vintage



about it. All new 'glas and a Chevy 350 engine. Awesome interior work!



For my buddy Poapster, I had to take a snap of this Federal truck (above). Some of the body pieces were found strewn around an abandoned farm in the Outback, and many were handcrafted. It was running a Ford 460, so all its get up and go had not got up and gone! Below is the Big Banana in person.



We'll see everyone next year!



Memory from Europe

Story by Daniel Boeve (#1957)

It all started when a boy in his teens was walking to school one day and spotted a brand new, light green, two-door convertible in front of the house of a neighbor. When he came closer, he found out it was a Buick. Everyday he went by that house, he looked for the car, but of course it was not always there.

Then World War II came, and all cars were rounded up by the government to use in the army, but the military had no use for this two-door Buick convertible, so it stayed at the house.

According to the Buick's original owners, when the Germans came in, the owners hid the Buick's wheels so the car could not be taken away by the invaders. After four years and the Russian campaign, the Germans lost the war. As they retreated, they took everything on wheels they could find to get themselves home. When the German soldiers tried to take the Buick, the owners told them that the wheels had already been stolen by other Germans in retreat.

After it was safe, the wheels were put back on the Buick and it took to the road again for several years. The little boy who had fallen in love with that car grew up and got married, but he still kept his eye open in the hope that this special car would pass his way again.

In 1959, he heard the owners had traded in the Buick he loved for a new car and he went looking for it as soon as he could. Too late: it had changed owners again. He eventually tracked it down to a little shop, whose owners had bought the car to convert it to a kind of a truck designed



to haul other cars. He arrived just in the nick of time to stop this from happening. He paid the shop keeper enough money to buy himself a real truck. And so he finally got the car he had always wanted.

He kept the car, until he recently became too ill to drive it anymore. And so, a few months ago, I became the new owner.

This car was never off the street for very long and it is still a good driver. It was assembled in Antwerp, Belgium, and still has its vinyl interior. Many people say the original interior could not have been vinyl, but another exact same model car in Belgium, which has had the same owner since 1953, also contains a vinyl interior. (I have seen it myself: vinyl can be found in even the smallest corner and from what I see, this is the original).

As for my car, I have to repair the driver's seat and am still wondering what material to use. It is also missing the step plate on the bumper for getting in the back seat. I would like to find this item!

During a driving tour through Portugal, the clock and other small items were stolen, but I was able to buy replacements from a friend in Kansas.

I have also found various items on eBay, which is very helpful, considering I live in Europe while 99% of the parts for this car can only be found in the United States!

Daniel Boeve
Bendermondsestwg 3
B 9290 Overmere
BELGIUM



37/38 EASTERN MEET

JUNE 4,5,6,7,2007

LANSING, MICHIGAN

Hosted by Marv and Phyllis Rhynard
(#327)

15330 Pinehurst Drive
Lansing, Michigan 48906

Phone: 517-484-5188

Email: Rhynardm@sbcglobal.net

Host motel is
Amerihost Inn & Suites.
(name change to Baymont soon)

Located at I-69 and old US-27 about 5
miles north of downtown Lansing.
For reservations call: 1-800-434-5800



Contact person is Charisa Davis and
be sure to tell them it is for the 37/38
Buick meet.

We have arranged a room rate of \$60
plus tax per night.

A reservation form for the meet will
be in the next issue of the *Torque
Tube*, however, motel reservations can
be made at any-time.

Thanks!
Marv and Phyllis Rhynard

Attention Roadmaster & Limited Owners

I am looking into reproducing the "Chromium
Wheel Disc" (covers the area between the
beauty ring and the hubcap) listed in the
1937 accessory catalog as p/n # 980547. Al-
though they were only offered in 1936 and
1937, they would look great on a '38 as well.

Reproduction will be in 18 gauge 304
stainless steel.

Please let me know if you are interested as
this will be a one-time only run due to the
limited application. Please note: they will not
fit Century or Special rims.

Robert Ward
25 York St. RR #1, Sutton West, ON
Canada, L0E 1R0
the37limo@sympatico.ca

A special offer now available for the
first time through Torque Tube Magazine

The 1937-1938 Buick Club LICENSE PLATE BADGE



'Plate Mates' and The 1937-1938 Buick Club have teamed up to bring you these custom-crafted license plate badges. They are exclusively designed with "The 1937-1938 Buick Club" name and logo.

The club's logo appears in its distinctive colors - red, white and blue with a gold border. The oval format is reminiscent of authentic antique plate badges.

These badges are carefully crafted from a high-quality heavy brass and finished with a clear gloss baked epoxy.

An added attraction to any BUICK, these plate badges are only available here through this publication!

A portion of the sales will be donated to the 1937-1938 Buick Club. Take this opportunity to adorn your antique Buick for **only \$19.95.** (*shipping and handling included*).

Send check or
money order to:
Plate Mates Co.
Box 91
Middleboro, MA 02346



Please allow 2-3 weeks after
receipt of order for delivery.
Sorry, no cash!

By: FRANK FREDa, SANTA BARBARA, CA

Phone: (805)-969-7500

Email: frankfreda@cox.net

TORQUE TUBE TECHNICAL INDEX

The technical index, approximately 30 pages, is completed and available to all Buick Club Members for \$5.00 cash or check, prepaid. Any copies of any articles will be available for \$1.00 per article, postage included.

The index was compiled from reading all 37-38 *Torque Tube* club magazines issued from 1982 to July/August 2005. More than 850 technical references are logged. Some are duplicates, due to the different approaches taken by different Buick hobbyists. No effort was made to determine the accuracy of the technical information, neither does the index make me an expert to give advice on 37-38 Buick's.

The purpose of the index is to create a complete *Torque Tube* library of all technical articles written over the years by hobbyists and make them available to all club members and 37-38 Buick enthusiasts. Some articles are only a few lines, some are a few pages, and some are reprints from factory bulletins or service manuals.

The index is formatted in five columns, as follows:

1. File column in my personal numbering system
2. Volume column in roman numerals
3. Number column in issue numbers
4. Page column in page the article starts on
5. Article column in articles listed in alphabetical order

If you are interested in receiving the index and/or any articles, please send your request with cash or check to my home address:
Frank Freda, 345 Ridgecrest Dr., Santa Barbara, CA 93108

Please include with your request for any technical articles my personal file number in the first column to the left.

It was a joy to read all the issues published by the Buick Club and to compile this index.

Frank Freda, member #1838, is the owner of 37 Buick-46C Sedan Blue Convertible, a 48 Buick Super Black Convertible and is seriously looking for a nice 37-38 Century Sedan.

TUNE UP, TUNE IN

Story by Giancarlo Davis (#1748)

Photos by Mark Jordan (#1297)



Like an old radio program that pops up between hip hop stations on FM, Aladdin Radio, located on San Francisco's Irving Street, is almost an anachronism. The little shop is situated between yoga shops and new Asian food restaurants, but seems to be content, in its own way, amid the hustle of the busy avenue. Of course, it may be that many simply don't own what Aladdin Radio's proud owner, John Wentzel, is so adept at repairing: old radios. And he's not just a master repairman who resurrects old Bakelite and other stand-up style home radios from the early part of the last century—he also brings car radios back to life.

Aladdin has been in this San Francisco neighborhood since 1949. Wentzel's love for radio repair has its roots in his high school days when he began fixing radios for friends and family. He

served in the army from 1942 to 1946, which included working in a radio control tower at Edwards Air Force base in California. He then opted to open his business in San Francisco a few years after. He first tinkered with tube-type and transistor radios, then fixed TVs ("Those things didn't go a month without breaking down," Wentzel comments). He stopped working on TVs in the 1980s. "I'm retired, and still keep it up because I enjoy it. I used to do service calls to homes for radios and TVs. The 1950s were some of the best years. Everyone was buying TV sets . . . most of them wouldn't run a year without some service."

Of course, one of his specialties is car radios. He works on nothing newer than 1960 models. He went back to fixing tube-type radios, since they are typically easier to repair. "I typically just fix 6- and 12-volt radios: anything that uses tubes

and vibrators. I now no longer work on transistor radios."

Wentzel encounters radios with an invariably large variety of issues, but some problems are more common than others. "Radios in cars, with the mounted speakers face-up on the dashboard are one of the more common problems. The sun, light, and dirt get into the speakers and cause them to distort and the sound to stop. Another problem occurs with the vibrators (the little unit that vibrates when you first turn the radio on in order to convert the 6-volt DC into AC so that the signal can be boosted up to a plate voltage of 250, and the plates can be run into tubes). The old vibrators aren't made any more, but there's a company that makes solid state replacements for them and they work.

"Another problem with these old car radios is the filter condensers dry out and they start humming and we have to tear them out and replace the condensers. You can still get filter condensers [condensers take the hum out of the power supply], but they're pretty hard to find. Electronic parts are not hard to find: You can get the vibrators and tubes replaced. The only difficult part would be the plastic knobs. There are some compa-

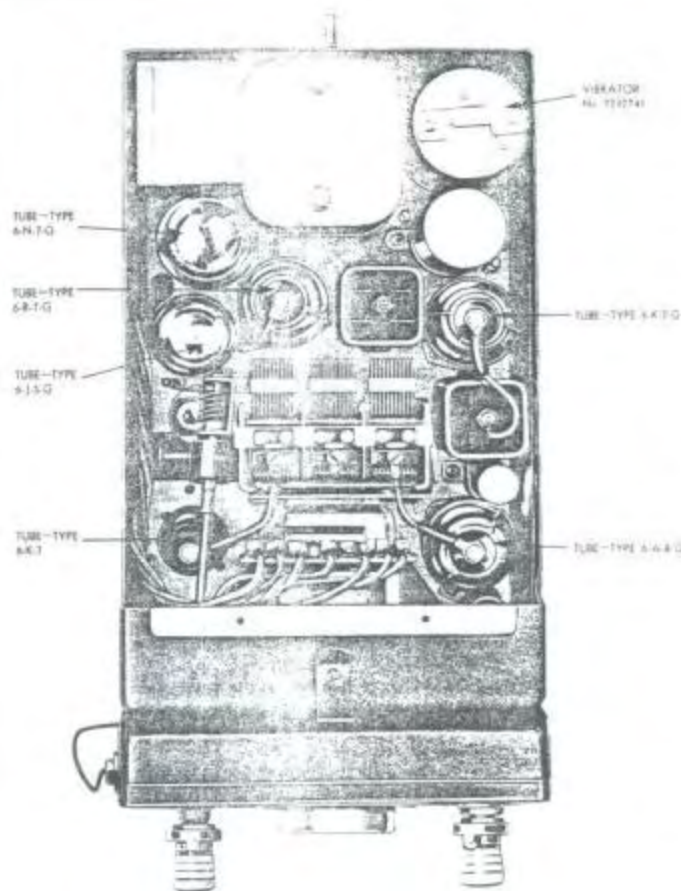


nies reproducing some of the plastic parts, especially for the 1940 and 1941 Fords and stuff like that. We usually run that down on the computer someplace [i.e., search the internet].

"Another chronic problem with GM radios was the rectifier, the part that saves a bit of the battery drain. They were manufactured as gas rectifiers and would run for years and others would cut in and out for the first year or two. Later, they were replaced with tube and then solid state rectifiers, so they became a bit more dependable."

Wentzel describes the differences between kinds of radios, and points out that many cars did not have them pre-installed at the time the cars were purchased. "Back in the '30s, there were very few factory installations: Customers would install them after-market. In the 1930s, one of the companies that made those radios was Motorola. Those were firewall mount radios with control cables leading up to the dashboard. They would make radios, in some cases, where the radio dial could be installed in place of the ashtray. Other dials screwed onto the bottom lip of the dashboard. Motorola also came up with custom dials that used to come out of the factory for such cars as Hudsons and Buicks. Typically, the Motorola firemount radios were good, except they were miserable to take in and out. It usually took two people to install one: One working under the hood and another under the dashboard. RCA was another company that made a similar radio.





Centerline Radio for Buick

The make of the radio didn't really matter much, or what was installed in the car. It was really just a matter of dollars and cents."

There isn't really a set process to fixing the radios that come to Wentzel's shop from all across the nation for repair. "Assuming there is no cosmetic work—that is, just a general cleaning—then all I do is test all of the tubes. Another piece of the restoration process is to put in the new capacitor (you can't trust the old ones). Then you can replace the silver condenser and the vibrator too."

The Buick running board antenna is a unique design, and Wentzel has a few thoughts about why they were designed that way. "The idea behind the running board is that manufacturers couldn't put them in the turret top. Those antennas precede the whip aerials antennas which I believe made their first appearance in '39 or '40. Eventually, the whip antenna seemed to do a better job, but the insulation in the running boards gave the radios good

reception. A funny fact: Some of the cars before turret-tops had chicken-wire fabric in the roof for reception! I think the idea was similar for running boards as well. These days, people are installing iPods and CD players by adding a jack to the back of their radios. I can't blame them either: there's really nothing on AM radio any more, as far as music or entertainment is concerned, that suits the age of the car!"

Wentzel is a proud member of the California Radio Historical Society, which seeks to preserve the heritage of radios. Though people have an earnest respect for all radios, Wentzel says, "Nobody really collects car radios, unless they're stockpiling them to sell. The main interest is still in home radios, like old Zeniths and RCAs and the '50s Bakelite ones. However, there are still people out there that are fixing them, like me. There's a guy in San Jose and another in Chico that does antique restoration. There's another guy down in Van Nuys that replaces the dials on car radios as well and what not. There's yet another fellow in Redwood City that does pre-1957 transistor radios. That's a rare find, since it's really hard to locate someone that will work on transistor radios. Plus, all the people around these parts have closed up or have died out over the years." Still, finding someone to fix car radios can be difficult. Wentzel vows to continue working on radios for as long as he can. And for all of us fortunate enough to own a 1937 or 1938 Buick, a resource like Wentzel is something all of us love to tune into.

Aladdin Radio

1609 Irving St. San Francisco, CA 94122
415-731-1920



Off To See The Buicks of DESLEY and GRAHAM at EASTGATE Estates!

Story by Malcolm Fischer (#1746)

What a dandy day for a tour to Toowoomba fer the Ol' Canadian Editor! Away we drove fer 'bout an hour or two, and turned onto Taylor Street to find Desley an' Graham an' their Beautiful Buicks. An' find 'em we did—see their fabulous grins there below? After some fine biscuits an' jam, out we went on the Buick treasure hunt, finding the first treasure, Desley's '71 LeSabre two-door hardtop. Ain't-



she a beaut with her new silver paint? Only things missin' from this beauty are the stainless wheel well moulding and chrome "Le Sabre" badge from the front passenger fender. Know of any in your area?

A mosey into the first shed out back revealed a near-ready '25 Buick—yep, those are wooden top bows waiting for canvas roofing. She looks SO fine already, an' waitin' fer a timing gear which is being carved out perfectly somewhere, they hope. Most everything else is ready ta put together. Wunnerful!



Below, you will see a very rare, rare sight. Even the pictures are rare! This car is Italian an' is one of only three on the planet like it! Originally built in Turin and sold in Melbourne, this 1919 Touring has, as you may notice, a brass rad shell and headlight buckets. You may also know that the differential housing is all brass and HEAVY! You might be interested to know that a bakery company owner in the area had two Rolls Royces but would not let his wife drive either. (Sound plausible, guys?) So, she asked of an Italian employee, "What car should I buy for ME to drive?" Surprisingly, he recommended an Italian beauty. Know the brand? It is a Ceirano. Take a close look, an' if you want to buy it, know that Graham already turned down \$70,000. So come and bring your wallet . . . full! Neat split windshield, eh? An' see the vase in the front floor? The Beetle ain't got nuthin' with the flower-on-the-dash thing. This Italian job uses a whole vase full on the floor! Har, har! C'n ya read the info on the gauges, or are the ol' eyes "pasta" their prime?



An' what about a '38 Special Coupe with sidemounts? Here's Graham trying to tame down that hungry 248 straight-8. An' look at that interior too. What a silhouette she cuts, eh?

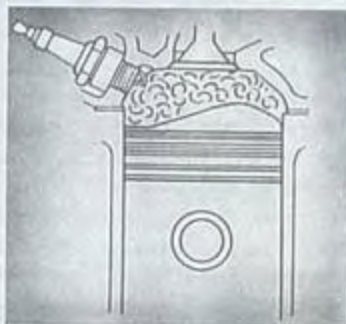


Big an' black, this '69 Electra 225 (below) has just over 32,000 miles and the interior looks jes' like it came off the assembly line. Wow! There's resto-man Dave working on his Camaro. Dave just bought a '34 International Roadster from a 94-year-old lady who was the original owner. Isn't that exciting? The whole day and tour were exciting! Thanks SO much Des an' Graham an' Dave! Buicks live forever! An' Cieranos too . . . well, SOME of 'em!





DYNAFIRE is the name of this big, powerful, valve-in-head, straight-eight engine. It's the world's ablest eight—with a cyclone in every cylinder!



A CYCLONE lets go in a cylinder—approximately every five inches the car travels. That lumpy thing you see on the piston top is the secret. It's a Turbulator—and it churns the fuel vapor into cyclone compression with hurricane force.



HERE'S WHAT TIME says, ahead, for the Buick is behind. Then—another Buick has



NATURALLY—KNEE-ACTION to give the same buoyant ride at the front end that Buick's Torque-Flow Springing provides at the rear. Literally, Buick rides its springs—and only the wheels ride the road!



GAS GOES IN HERE—but the gas cap has been hidden from view behind this flip-open door in the fender. Just one more evidence that Buick hasn't forgotten a single thing in making this car modern.



NO DRAFT—NO ARGUMENT! Buick's improved No Draft Ventilation keeps out drafts and rain without shutting out fresh air. Not a "Henry-likes-that-window" in a carful!



A "WOMAN" comparing Buick's a for your wick's—

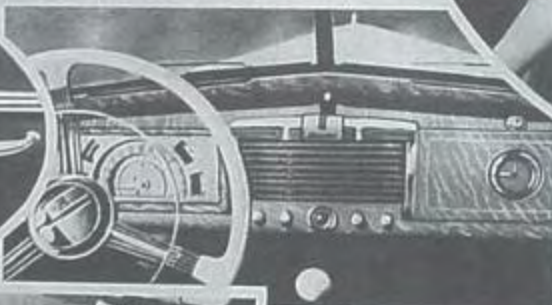


"SEEING IS BELIEVING"—and not until you've seen how Buick's smartly designed headlamps light up the road ahead will you believe how effortless night driving has become.



INVITING, is the handsome grasp-easy door handle that bids you step inside Buick's living-room interior.

IT LOOKS THE PART of decoration alone—actually it's a sturdy, pick-proof lock and handle for the carry-all rear compartment. The license plate is fully illuminated by the light shown above the handle.

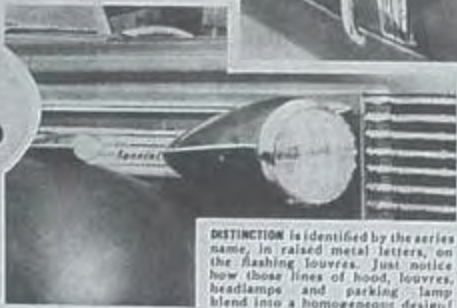


EASY TO LOOK AT is Buick's handsome instrument panel. Everything compactly grouped for quick-as-a-wink reading.

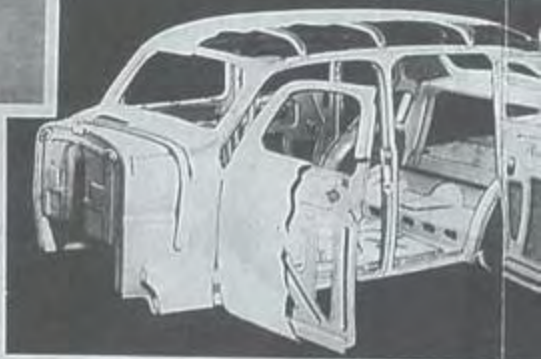
UNISTEEL, in the language means just one thing—with wood sills on the heavy bodies. Top, sides and floor into a shockproof, noise-insulated not only against even against noise!

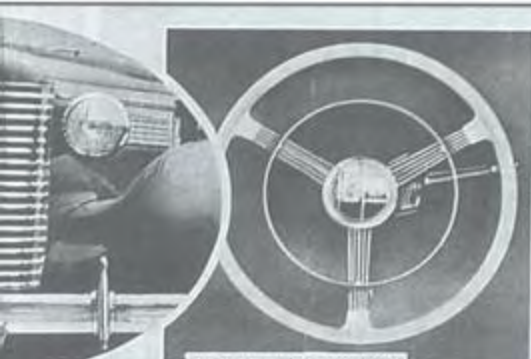


NO "UPSY-DOWN" in a Buick ride—as you can readily see from this accurate diagram. Note that the wheels may travel up and down but that the car body travels in only one direction—straight ahead!



DISTINCTION is identified by the series name, in raised metal letters, on the flashing louvers. Just notice how those lines of hood, louvers, headlamps and parking lamp blend into a homogeneous design!





from the car
ent that Buick
soft wheel—and
down the way.

THE SELF-SHIFTING TRANSMISSION (obtained at extra cost on all Special Series 40 models) is really a new, easier and more efficient method of car control. The lever on the steering wheel simplifies operation so that almost any beginner can learn to handle the car in a few minutes. It makes the average driver an expert.

YOU'RE "IN THE DRIVER'S SEAT" when you slip back of this wheel; and if the fellow ahead doesn't think so—just brush your toe to the throttle and show him those smart rear lines of your Buick!



TIPTOE STOPS—Soft, safe, sure, is the job of Buick's big husky four-wheel hydraulic brakes of a far-advanced type.



COILED for comfort—these big soft rear springs take the place of the lead-type springs of boggy days. No spring shackles or covers. No grease points. No "adjustments" to make—no anything except smooth, effortless riding comfort. That's Buick's Torque-Free Springing.



LOOKING DOWN on the Turret Top of Buick's Unisteel Body by Fisher, it's easy to see why safety is looking up! One-piece solid steel fused into rigid unity with the car body.



UNFOLDING fuel feed is handled by Buick's Aero-hat carburetor—patterned after airplane design to insure proper flow of fuel at the right mixture at all speeds and under all conditions.



55E" for room, is this big seat that hides away 'neath streamlined rear slope. Roomy—Roomy—Roomy—as well as all of your space for a spare, to boot.



NESTLED smartly in the fenders, spare tires free your jumbo luggage compartment for 4½ to 8 more cubic feet of luggage.



"AT HOME" on wheels—describes the comfort of Buick's interior. Luxuriously soft upholstery enlivened by the glister of smart appointments.

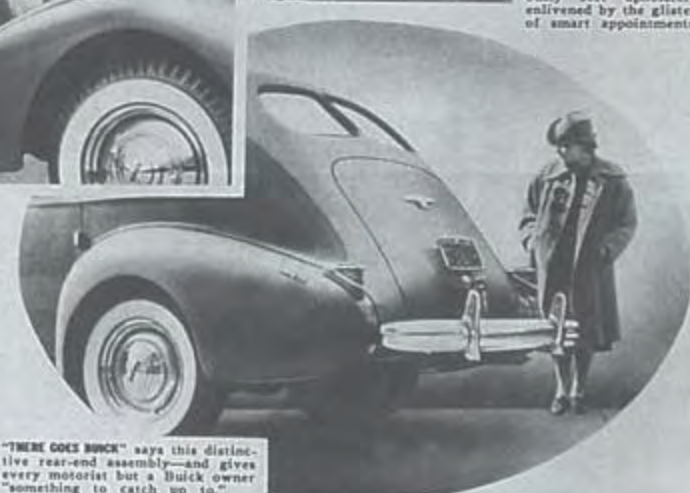
of Body by Fisher,
the unit of steel,
er 80 and 90 series
are fused together
roof body that is
cool and heat but



ROUND and ROUND go Buick's smart rear wheels—over bumps, into gullies—but with nary a tremor transferred to the car body.



STEP UP and you'll see that Buick's running boards don't quite touch the fenders. This insulates the running boards and allows them to function as radio aerials.



"THERE GOES BUICK" says this distinctive rear-end assembly—and gives every motorist but a Buick owner "something to catch up to."

Changing the Rear End Of a 1938 Special

Harry Logan (#651)

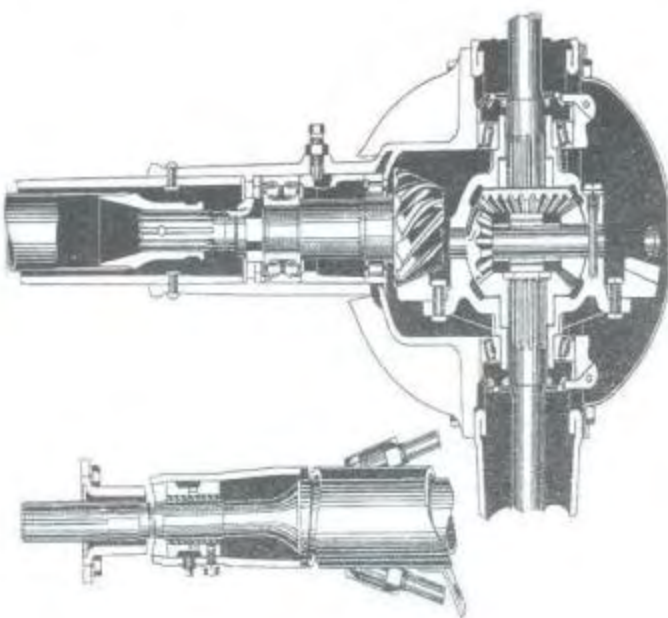
When I purchased my '38 Special, the previous owner had changed the rear end ratio from the factory 4.4 to 3.56 to 1. He told me he used a 1954 Buick Series 40 rear axle and torque tube. This change allows the car to cruise nicely at 65 mph with good acceleration. The head was also milled 0.080 inches.

To make this change, the spring and stabilizer brackets were interchanged. The torque tube

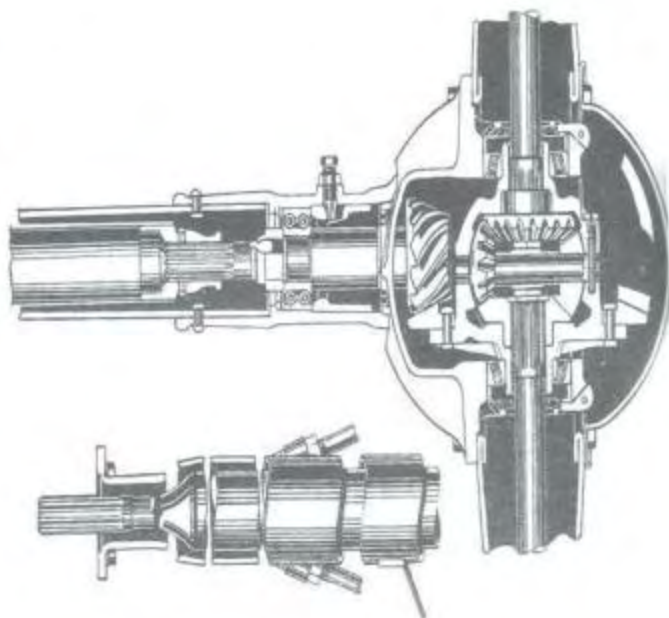
TECHNICAL TIPS

was shortened 3 1/4 inch and used with the '38's front torque tube flange. The drive shaft was also shortened 3 1/4 inch and the '38 splines used to match the U-joint. The '54 Buick backing plates and brake parts including the drums were used because they are 1/4" wider for better braking.

I have had the car seven trouble-free years, driving it several thousand miles with no problems.



Rear Axle, Semi-Floating Type-Series 80-90



Rear Axle, Semi-Floating Type-Series 40-60



Original Delivery Charges Form Sent in from Harry Logan (#651)

HOWARD AUTOMOBILE COMPANY

Leland Peoples

Phone GRaystone 2000
Van Ness Ave. at California St.
San Francisco

1938 BUICKS—CALIFORNIA DELIVERED PRICES

(Subject to Change Without Notice)

October 5th, 1937

DE LUXE EQUIPPED

BUICK SPECIAL (122" Wheelbase— 107 Horsepower)

Model	Description	5 Wheel	6 Wheel
38-40C	5 Ps. Conv. Strmlne Phae...	\$1696	\$1745
38-41	5 Ps. 4-Door Sedan (Trnk)	1266	1315
38-44	5 Ps. 2-Dr. Streamline Sdn	1200	1249
38-46	2 Ps. Business Coupe.....	1164	1213
38-46C	4 Ps. Conv. Cpe (Rbl Seat)	1393	1442
38-46S	4 Ps. Spt. Coupe (Opr. Sts.)	1220	1269
38-47	5 Ps. 4 Dr. Streamline Sd.	1241	1290
38-48	5 Ps. 2 Dr. Sedan (Trunk)	1225	1274

BUICK CENTURY (126" Wheelbase— 141 Horsepower)

38-60C	5 Ps. Conv. Strmlne Phae.	1985	2032
38-61	5 Ps. 4 Dr. Sedan (Trnk)	1498	1545
38-66C	4 Ps. Conv. Cpe (Rb. Seat)	1631	1678
38-66S	4 Ps. Spt. Cpe. (Opr. Seats)	1427	1474
38-67	5 Ps. 4 Dr. Streamline Sdn	1473	1520
38-68	5 Ps. 2 Dr. Sedan (Trunk)	1457	1504

BUICK ROADMASTER (133" Wheelbase— 141 Horsepower)

38-80C	6 Ps. Conv. Strmlne Phae.	2337	
38-81	6 Ps. 4 Dr. Sedan (Trunk)	1999	
38-81F	6 Ps. 4 Dr. For Sdn (Trk)	2050	
38-87	6 Ps. 4 Dr. Streamline Sdn.	1952	1999

BUICK LIMITED (140" Wheelbase— 141 Horsepower)

38-90	8 Ps. 4 Dr. Sedan (Trunk)	2723	
38-90L	8 Ps. Limousine (Trunk)	2826	
38-91	6 Ps. 4 Dr. Sedan (Trunk)	2549	

All Car Prices include Lubrometer Service, Special Steering Wheel, Glove Compartment Clock, Wheel Mouldings and License Frames. (40 and 60 Series Convertible Model Prices also include R-7 Radio.)

All 80 and 90 Series Car Prices include in addition to above, R-7 Radio and Rear Compartment Clock.

All Convertible Models and all 90 Series Models are equipped with White Sidewall Tires.

ADDITIONAL ACCESSORIES

Automatic Cigar Lighter	\$ 3.00
Fog Lamp	8.00
Center Bumper Guard (Front).....	2.35
Center Bumper Guard (Rear).....	3.45
R-6 Radio	63.00
R-7 Radio	70.75
H-3 Heater—De Luxe.....	21.35
Heater—Master H-4.....	16.35
Rear Compartment Clock	15.00
Trunk Mat	2.25

SEAT COVERS

40 and 60 Series Coupe.....	\$10.15
40 Series Sedan	18.70
60 Series 2 Door Sedan.....	18.70
60 Series 4 Door Sedan.....	21.50
80 and 90 Series Sedan.....	28.25

Self-shifting Transmission (available on 40 Series only)—\$102.25 Extra.

Special Rubber Gearshift Boots

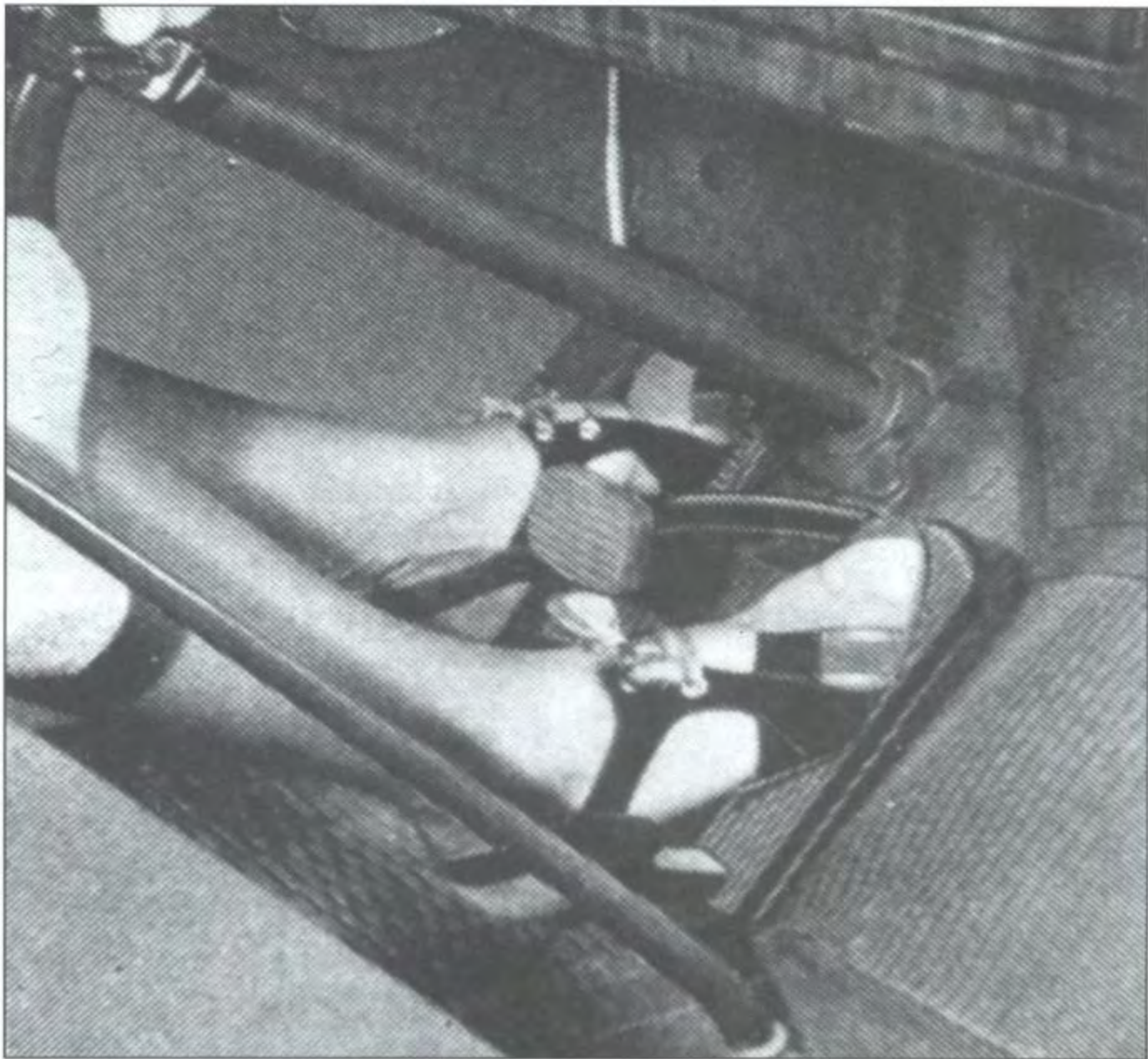
Harry Logan (#651)

The 1937 and 1938 Buick Specials used a tan-colored rubber gearshift boot. It matched the color of the floor mat. This is the only factory photo I could find barely showing the top of the boot on a 1938 Special.

The Special boot is too small to fit over the base of the large series transmission. This is a fac-

TECHNICAL TIPS

tory photo of a 1938 Century sedan. Apparently the Century did not use a boot. Note the dark steering wheel. 1938 Centurys used a mahogany colored steering wheel. Most Century owners today prefer the ivory colored steering wheel because it matches the gearshift knob, vent handle and the ivory-colored plastic dashboard parts.



I do not know whether the Roadmaster or Limited used a boot. One of our members has a well preserved 1938 Roadmaster with an original interior. It came with an old but well preserved tan rubber boot. It was circular with a protruding one inch base. The top was rounded. Lynn Steele sells a close match in black. It is for a 1930 to 1932 Chrysler.



Lynn Steele part number CH-0076. See page 18 Torque Tube Volume XI, Number 5.

Reproductions can be found at:

Bob's Automoblia

Part Number and price.

SB-348BK black \$11.00

SB-348BN brown \$21.00

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the *Torque Tube* will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Inquire about our business ad rates.

Mark Jordan: 415-203-4180—torquetube3738@yahoo.com

Our organization encourages membership in the Buick Club of America. Information on membership can be obtained by calling 614-472-3939, or e-mail bcaoffice@buickclub.org.

PARTS FOR SALE

1937 Nose grille and head- lights...\$250 Right front fender (Century)...\$100 Grille...\$150 Roadmaster engine... \$600 Small engines...\$400 ea Century hood...\$100	Special hood...\$90 Rear splash pan...\$50	...\$15 Rear splash pan...\$50
	1938 Left front fender (Century)...\$100 Grille...\$100 Special hood...\$90 Rear bumper...\$50 Front bumper (welded)	Alan Mattei (#700) 7306 Willow Place, Canastota, NY 13032 315-697-2814

Torque Tube magazines for the year 1982 thru 1984 not complete, but from 1985 thru 2001 are complete years. I also have a few Rosters

**Russ
dawson@cfl.rr.com**

1940 Parts car 9 (Century no motor or tranny)...\$500 1948 Complete Roadmaster...\$500, Steering column...\$25 1951 Steering column with wheel...\$75 1952 Dynaflow transmission...\$50
--

**Alan Mattei (#700)
7306 Willow Place, Canastota, NY
13032
315-697-2814**

1937 SPECIAL PARTS

Master deluxe heater and defroster, with duct work and hood scoops (small duct work will fit small series) both the heater and defroster motors run, vc, call, \$200 b/o

Bell housing \$25

Fan blade \$10

Fan pulley \$8

Front spindles (pair) EXC \$125

Robe rope escusions, good \$10 pair

Trunk emblem clear glass piece, \$10

NOS Wheel hubcap clips (10), \$10

Torque Tube \$100

Differential gear assembly, exc, \$125

Rear axles (pair), \$75

Front brake drums, \$25 each

Rear brake drums, \$25 each

Brake shoes (g) \$25 pair

Dash (g) \$65

Door garnish moldings (four door) \$30 each

Windshield moulding (g) \$60

Rear Window moulding (g) \$60

Radiator, nice condition, but needs minor repair, \$100

Oil pan, \$25

Lifter assembly, \$40

Brake backer plates \$20 each

Front wheel bearings (used) VG \$30 pair

Transmission, VG \$125 (will not ship)

Speedometer and Odometer gear assembly VG \$25

"SPECIAL" louver name tag (right side only), \$10 each

Master brake cylinder (complete) (good core) \$25

Lifter covers (small and large series/1 each) \$30 each

Headlight bulbs 50cp, new \$12 pair

Driving light bulbs 50cp, new \$12 pair

Headlight and Driving light bulbs, 32cp \$5 pair

1937/60 Inside door chrome strips (4) \$25

1937 LITERATURE

Radio manual, copy in binder, \$10

Large binder with copies of, paint chips, radio manual, Fisher body manual, parts catalog, transmission and rear end manual, FILKO ignition parts manual, Tons of useful information with many illustrations.

GREAT FOR THE GARAGE printed on reinforced 3-hole paper in an expensive heavy duty expandable binder.

Asking \$100 or best offer.

AUTOMOBILIA

1937 BUICK WALNUT PLAQUE, with a 3 3/4" cast bronze emblem

(excellent condition), 9 1/2" by 13" \$125

1937 California license plate, single, vg cond, \$20

WWII ration book, w/leatherette case, includes red and blue tokens, stamps and some old draft cards, good cond. \$25

I have lots of odds & ends left. Call with needs & wants.

**Jerry Root (#422)
71 South Pollard Drive, Fulton, NY 13069
315-598-2319
buickboy@twcny.rr.com**

1937-38 Buick Parts

- '37 Running board outside edge molding, 60 series...\$90
- '37 Bumper guards, used, fair...\$15 ea.
- '37 Bumper guards, used, need grinding on repair, re-plating...\$5 ea.
- '37 40 Series hood, 4 sections, used, good...\$90
- '37 Lamp, rear center for trunk back body, used, fair to good...\$25
- '37 Lamp, rear center for slant back body, used, fair...\$25
- '37 Glove compartment door, with clock, no lock, used, refinishing need...\$20
- '37 Radio dial, numerals on glass, used, good...\$10
- '37 Center nose badge, used, fair...\$10
- '37 Spare tire clamp for model 81, 81F without side-mounts, used, good...\$15
- '37 Generator brush plate assembly (P/N 1866417, NOS...\$15
- '37 Tail light pads, 40-60 series, new repro by Steele...\$21 pair
- '37 Parking light fender lamp pads, new repro by Steele...\$21 pair
- '37 & '38 Dome lamp rim, lens broken, used, fair...\$6
- '37 & '38 Distributor vacuum control (P/N 681-H), NOS...\$20
- '37 & '38 Distributor contact point set (P/N 1871870), NOS...\$25 (10 in package)
- '37 & '38 Distributor breaker plate (P/N 1865968), NOS...\$20
- '38 Differential bevel side gear (Gr.5.528, P/N 1302327), 40-60 Series, NOS...\$35

H.J. Glass (#111)

**7 Long Leaf Cir. Fairhope, AL 36532
251-990-6050**

- 1937 Roadmaster sedan passenger side front fender-nice shape, one minor crease...\$125
- One gas cap, nice condition...\$5
- Bumper guard needs rechrome...\$7
- Voltage regular n.o.r.s. criterion brand, original box...\$35
- Please add 15% for shipping

Lewis Cohen (#584)

**58 North Racebrook Rd.
Woodbridge, CT 06525,
203-397-8723**

1937 Buick Special Coupe

- 1 Pr. Running Boards, with new rubber covers (Installed on the wrong sides, but easily re-installed properly)...\$250.00
- 1 ea. Original Windshield Wiper Vacuum Motor...\$35.00
- 1 ea. Original 4.40/1 Rear Axle Ring and Pinion Gear with Drive Shaft...\$200.00
- 1 ea. Original 3 Speed Transmission...\$250.00
- 1 ea. Original Dome Light...\$75.00
- 1 ea. Chrome Turn Signal Unit (After-Market)...\$35.00
- 1 ea. Original Intake/Exhaust Manifolds, w/Stromberg Carburetor & linkage...\$250.00
- 4 ea. 6.50 X 16" Firestone Bias-Ply Tires, in V/G Cond.; with tubes (New Set of 4 WWW, with Orig. Blk Sp.)...\$300.00
- 1 ea. Original 6-Volt Generator...\$75.00
- 1 ea. Original Split Front Bench Seat, with New Beige Cloth and Vinyl Upholstery (Seat-Backs Already Gone)...\$125.00
- 1 ea. Original Trunk Handle...\$50.00

Jerry Maak (#1812)

**343 Eastern St., New Haven, CT 06513
aurhaus@yahoo.com
Phone: 203-468-9880 Cell: 203-687-7649**

Two 16-inch wheels for a 1938 Buick Special. Will accept best offer. Good condition. Need to be refinished.

Rick Yost (#1704)

805-374-9093, rednyld@aol.com

1937

- Front lower motor mount...\$15
- 40 ser. 2nd speed gear...\$35
- 40 ser. main drive gear...\$40
- 40, 60 ser. differential bevel side gears...\$10 ea.
- 40 ser. steering gear pitman arm...\$30
- 1938
- 40 ser. clutch release rod adjustment nut...\$4
- 80, 90 ser. pitman arm...\$30
- Right taillight door, used...\$10
- 80, 90 differential side gear bevel thrust washers...\$3 ea.
- 40, 60 ser. outer tie rod ends, n.o.r.s...\$20 ea.
- 1937 to 1938
- 40, 60 left front shock absorber...\$125
- 40, transmission, 2nd & 3rd speed shifter yoke...\$12
- 40, transmission rev. idler gear thrust washers...\$3 ea.
- 40, 60 ser. pinion bearing locknut...\$3
- 40 ser. intake, exhaust valves, specify...\$8 ea.
- Rear-axle pinion-bearing lock screw...\$1
- 40, 60 pitman shaft bushings...\$15 pair
- Headlight dimmer switch, n.o.r.s...\$10

80 ser. outer front wheel bearing...\$25 ea.

- 40, 60, inter. steering arm bearing kit, n.o.r.s...\$30 ea.
- Outside door handles, used, 3", 3 5/16" shafts, 4 15/16, 5 1/4", 5 1/2" tall...\$10 ea.
- 40, 60 ser. left steering knuckle with bushings...\$50
- 40, 60 lower outer pivot pin kit, n.o.r.s...\$20 ea.
- Ignition point set...\$7 ea.
- parts n.o.s. except noted. Add 15%, \$3.50 min. postage
- 80, 90 Upper outer pivot pin kits, N.O.R.S...\$90 pr.
- 40, 60 Rear emergency brake cable, N.O.R.S...\$40
- 60, 80, 90 After engine #3524449, water pump rebuild kit, N.O.R.S...\$35
- 80 Inner front wheel bearing, N.O.R.S...\$25
- '37 all, '38 60, 80, 90 Crankshaft pilot bearing...\$8
- 40 Intake exhaust valves, specify...\$8
- 40, 60 Inter. steering arm bearing kit, N.O.R.S...\$20
- Door lock springs (specify)...\$8 ea.
- 40, 60 Outer front wheel bearing, N.O.R.S...\$25

Bob Graves (#1136)

**21 Ferry Rd. Salisbury, MA 01952
978-463-0715 evenings**

60-80 Series dry air cleaner unit...\$150
 60-80 Series closed car radio & speaker...\$175
 '38 Taillights complete...\$110
 '38 Hood ornament...\$60
 '38 dash radio grille...\$50
 '38 in & out door handles some w. keys...\$20-\$70
 '41 Buick Grille complete w. center section...\$350
 '39 Grille Orig...\$250
 '41 Radio grille...\$50

Art Fensod (#1758)

**357 Country Lane, Loudon, TN 37774
 865-408-0525**

Two pieces of rear-door window glass to fit 1938 to 1941. They're tinted glass; I'll send them to anyone who can use them for no more than the cost of shipping.

**Paul DeLucchi (#1246)
 pauldelucchi@earthlink.net**

1937 aluminum grille. Brand new...\$300

**Ken Hale, 510 656-4523
 kenhale001@comcast.net**



**Buick Literature For Sale all
 Items are Original**

Leather Embossed Type
 Salesman Folder with
 Price/Color/Equipment/
 Accessories 4 by 6.5, 6 panel,
 Salesman Facts Book 4x6.5
 145 pg., Accessories Fact
 Book 4x6.5 20
 pg...\$150.00

Shop Manual 8.5x11,
 296pg...\$75.00
 Color Brochure (Yellow Cover)
 11x8.5, 32pg...\$75.00
 Service Bulletin Book
 (Technical tips)8.5x11,
 100pg...\$100.00
 Flat Rate Book 5.375x8.25
 112pg...\$75.00

Self Shifting Owners Manual,
 5.375x8, 8pg...\$45.00
 Self Shifting Shop Manual
 11x8.5, 84pg...\$45.00
 Self Shifting Shop Manual
 (Supplement) 8.5x11,
 40pg...\$25.00
 Radio Manual(Original)
 8.5x11, 14pg...\$40.00
 Engineering Book (Velvet
 Cover #32) 8.5x11,
 102pg...\$150.00
 NoRol Folder(6 panel)...
 \$25.00
 Paint Chip Chart 8.5x11,
 2pg...\$25.00
 Paint Chip Chart 9x11, 4pg...
 \$25.00

Time Magazine (With 38
 Buick Ad) 8.5x11.5, 68pg...
 \$40.00
 Dealer Balanced Parts Stock
 Plan Book 8.5x11,
 42pg...\$75.00
 Distribution Book 8.5x11,
 24pg...\$100.00
 McLaughlin Mag. & Price
 Guide (Folds out to a
 poster)...\$75.00
 Service Tools Magazine
 8.5x11, 8pg...\$25.00
 Industrial Uniforms Magazine
 8.5x11, 4pg...\$15.00
 October 37 Buick Magazine,
 8.5x11...\$35.00
 November 37 Buick Maga-
 zine, 8.5x11...\$35.00
 January 38 Buick Magazine,
 8.5x11...\$35.00
 March 38 Buick Magazine,
 8.5x11...\$35.00
 April 38 Buick Magazine,
 8.5x11...\$35.00
 May 38 Buick Magazine,
 8.5x11...\$35.00
 June 38 Buick Magazine,
 8.5x11...\$35.00
 July 38 Buick Magazine,
 8.5x11...\$35.00
 August 38 Buick Maga-
 zine, 8.5x11...\$35.00
 September 38 Buick Maga-
 zine, 8.5x11...\$35.00

**David Bylsma
 410-551-7236**

1938 ALL SERIES 40 PARTS
 Complete engine—less intake manifolds.
 Includes starter,

gen. carb, air cleaner, etc.—ran but smoked when removed...

\$350 Transmission...\$125
ANY REASONABLE OFFER PLEASE!
I DON'T WANT TO SCRAP IT!

Dale Crist (#840)

**303 N. Athletic St., White Pigeon, MI 49099
 269-483-9175**

1937 Buick Roadmaster 81
 4-dr Sedan
 Fenders, nose sheet metal,
 grille, doors, trunk lid, frame,
 etc. Call or e-mail me with
 needs.

**Jim Garrett (#1826)
 207-929-8035 or pat-
 jim@sacoriver.net**

Two 16-inch wheels for a 1938 Buick Special. Will accept
 best offer. Good condition. Needs to be refinished.

**Rick Yost (#1704)
 805-374-9093, rednyld@aol.com**

'37 & '38 Buick Deluxe heater...\$65
 '37 & '38 Rear gears 3.36 ring, pinion bearing &
 misc...\$250
 '37 Pitman arm part # 263474...\$35
 '38 Pitman arm part # 264302...\$35
 '38 Special rear end complete 3rd member axles,
 brakes, torque tube...\$150
 '38 Special complete front suspension, less shocks,
 brakes, drums, etc...\$15
 '38 Special transmission (no shift lever)...\$150
 '38 Special engine complete with all components
 (less generator), turns...\$250
 '37 Century brake drums, exc...\$30 ea.
 '37 Century rear brake backing plates exc...\$20 ea.
 '37 & '38 Exhaust & intake manifolds (large series)...
 call

**Gene Phillips
 2733 Cassell Dr.
 Anderson, IN 46012-1503
 765-642-4088**

'37 auxiliary speaker...\$75
 '37 master heater...\$75
 '37 LS Stromberg AA2...\$250
 '38 Master heater with defroster...\$100
 '38 Special rims exc. cond....\$75 ea.
 '38 Special 3.60 rear end complete...\$600
 '37 & '38 parts:
 LS air cleaner...\$125
 Limited dome light...\$75
 Coupe opera seats complete...\$600
 LS sparkplug cover...\$100
 Sidemount lock...\$25

LS oil bath air cleaner...\$125
 SS & LS generators...\$75 to \$100
 Horn rings...\$100
 Century running board cores...\$300
 Special running board cores...\$200
 Call w/your needs, always parting '37 & '38s

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
763-427-3460

1937 - 1938 Parts for Sale

'37 repro, silkscreen glass speedometer, radio and clock...
 \$100
 New '38 Century Stainless "hood hinge"...\$175
 S/M badges Buick...\$65
 '38 Century hood sides, left and right...\$150
 '38 Century hood, left side only...\$75
 '38 Century hood sides, left and right...\$150
 '38 Century hood side, right only...\$50
 '38 Century hood side vent, right and left...\$75
 '38 Century hood stainless...\$75
 '38 Century hood lock mechanism...\$50
 Large series fuel pump rebuilt...\$75
 '38 Special hood, right and left, with hinge...\$150

'38 Special hood sides, right and left...\$150
 '38 Special hood stainless, left and right...\$120
 '38 Special tail lights, pair...\$75
 '38 Special front suspension, hub to hub...\$200
 Large series dual carb manifold...\$250
 "Y" pipe to create dual exhaust...\$50
 '38 repro grill, left and right, cast aluminum...\$250
 '38 Special radiator...\$75
 '38 heater...\$50
 Shipping will be added to all purchased parts and is not included in price above.

Rod Phillips (#1644)
913-481-6763

'38 N.O.S. right grille half, not plated, excellent...\$190
 '37 & '38 N.O.S. grille bug screen w/Buick logo & hardware...\$180
 '38 battery lock with key, excellent...\$54
 '37 & '38 sidemount lock with key...\$65
 '37 & '38 N.O.S. sideview mirror w/thermometer (non-convertible)...\$225
 '37 & '38 N.O.S. Delco coil...\$95
 '37 & '38 N.O.S. Delco voltage reg...\$175
 '37 & '38 guide headlight lenses (pair left & right)...\$255
 '37 & '38 ignition switch box, good, used...\$40
 '37 bronze ashtray with front-end casting of car N.O.S....\$215
 '37 three vibrant color posters 21" x 16", full color, rare & frameable...\$50
 '37 & '38 Buick Safety Legion license tag metal badge, original...\$75
 '37 & '38 N.O.S. gas tank door lock, in box with key and instructions...\$83
 '38 Clock deletion plate, engraved with Buick 8...\$75
 '37 & '38 Fulton interior rearview mirror green flip down

lense...\$57
 '38 to '40 Series 80/90 master cyl. kit Delco, N.O.S., rare...\$70
 '38 instrument cluster original, exc., complete...\$300
 '38 radio with knobs, not tested but complete and excellent...\$270
 '37 & '38 Red Crown air stem caps, set of four...\$12
 '37 & '38 cowl mount antenna, N.O.S., all mounting and leads, exc....\$167
 '38 Buick Announcement Magazine, full color foldout, all models...\$185
 '37 & '38 Convertible rearview mirror...\$260
 '37 & '38 instrument light and map light switch original...\$55
 '37 & '38 16-inch series 80/90 wheels, exc....\$400, set of four

Vince Truant (#1220)
1537 Charmuth Road
Lutherville, MD 21093
410-321-1938

Piston rings for a 40 series, 1938-style pistons. They are standard size. \$80.

William Schwantes (#878)
9973 County Valley, Glen Haven, WI 53810
608-794-2406

Intake & exhaust manifold
 3.90 Axle
 One headlight bucket
 Misc. stainless. Call for prices
Frank Cwikla (#1111)

1909 Goodin Rd., Friendship, WI 53934
608-339-6297

1938 radio, glass has crack, these are getting hard to find...\$400 plus shipping.

Don Helmrich [1908]
321 676-4123,
dohh25@juno.com

PARTS WANTED

1937 horn ring for steering wheel

David Watson (#1863)
250-753-2997

Hubcaps for 1937 McLaughlin Buick

Kim Cousineau (#1884)
kcousine@iaw.com
905-892-3473

1938 Buick Factory Accessories Catalog

Dave Gelinis (#1078)
1131 Hayward St. Manchester, NH 03103
dlg@worldpath.net 603-668-5587

Wanted for 1937 66C, both interior sunvisors. Mount to top header bow over windshield. Thought to be similar to other GM convertibles, and possibly Packard also. Any leads on

where these can be obtained or anyone who may be reproducing them are appreciated.

Jon B Kanas BCA
#39785
303-225-7437,
303-678-0658
kanas@qadas.com

1937-38 Buick rumble seat complete, or hardware to build one, including deck lid, seat brackets, etc.

Lloyd Ikerds
(#1612)
949-640-8200

1937 or 1938 Special/Century Convertible 4-door Sedan
Front seat in good sound condition to reupholster
2 removable door posts for top, solid rechromable
2 front window frames, solid rechromable
4-door garnish moldings, solid rechromable
Top prices paid for good solid parts. No junk
John Sauers, 620 Wright Loop
Williamstown, NJ 08094

2005 - 1937/38 Buick Club calendar.
Jerry Barton (#281) (360)825-5230 &
Jerry Maack (#1616) (908) 389-1464

1938 Buick Roadmaster
Gas tank straps with bolts
Tie rod 1298347 Group 6.230
Lower Control Arm Shaft 1291540
Group 6.170
N.O.S exhaust solid bracket front

most
NOS exhaust brackets rear most
Right headlight housing
Brian DePouli (#1914)
Charlotte, NC 704-236-8423
brian.depouli@att.net

Complete rebuildable 1937 special engine and transmission.
Frank Freda (#1838)
frankfreda@cox.net
805-969-7500

2 '38 parking light lens
2 dished plates that hold wheel to sidemount bracket

J E Mullenix #436
(616)945-5807
jmullenixsr@sbcglobal.net

Windshield wiper transmissions for a 1938 90L
Jan Burry (#1478)
315 Manitou St. Northfield,
MN 55057 507-663-0931

Two sidemount thread covers
stainless steel trim pieces for a 1938 Buick Special. I believe the 1936 thru 1938 Buicks trim pieces will work. Or has anyone figured out a substitute?

Herbert Sutton (#4)
3760 Cleveland Hill Rd., Roseburg,
OR 97470
541-672-8414 lrose@mcsi.net

Rumble seat fender step plate for 1938 Buick Century 66C. Any condition and any reasonable price.
Jeffrey Hery (#1464)
12 Wright St., Parkesburg, PA
610-857-1458

1936-1937 80C Roadmaster 4 door convertible, I need parts for the Convertible top frame. I have part of it but will buy a complete top or any parts. Also need 1 or both removable posts. Could swap 1938 Convertible top parts, 1937 80C window vent

frames or other parts.
Dave Powers (#894)
29520 Spotted Bull Lane
San Juan Capistrano, CA 92675
949-493-1199, 714-928-2605
davepowers@cox.net

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santhnien1@earthlink.net

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Kailua-Kona, HI
96745-5117

John Christie (#1966)
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Heath, TX 75032
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Salt Lake City, UT
84108

Rick Fowler (#1967)
2533 Lanon Dr.
Longmont, CO 80503
38-46-2

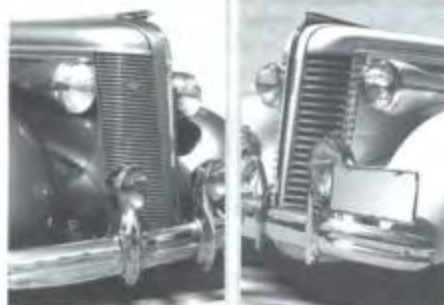
Bill & Jill Glenn
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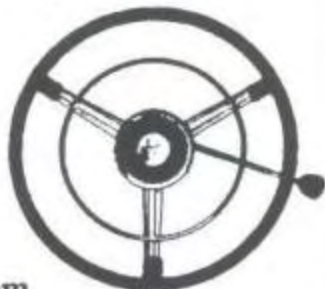
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